



ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

www.accma.ca.gov

Early Beginnings

In 1990, California voters recognized the tremendous growth in jobs and population throughout the state by passing Proposition 111. This Proposition increased the statewide fuel tax to fund transportation projects and address growing congestion. It also required urban counties to designate an agency to plan and implement congestion management projects and programs with these new funds. Through a joint powers agreement with Alameda County, its 14 cities and local transit operators, the Alameda County Congestion Management Agency (CMA) was created in 1991 to fulfill this role and responsibility.

Aiming High

The CMA works to improve mobility for Alameda County residents, workers, visitors and goods. By properly channeling information, expertise and scarce transportation dollars, the CMA ensures that tax dollars are spent wisely to improve transportation countywide. The CMA's goals, duties and composition make it easier for local governments to tackle the increasingly complex problem of congestion. Goals include:

- Strengthening local jurisdictions' ability to compete for transportation funds,
- Giving Alameda County a stronger voice in state and regional transportation decisions,
- Coordinating planning and development that crosses jurisdictional lines, and
- Generating and supporting legislation to coordinate local and regional policies on transportation investment.

With the Help of Others

The CMA Board includes representatives from Alameda County, its 14 cities, AC Transit and BART. In addition to the CMA Staff, the CMA relies on the technical expertise, and partnership of a number of other agencies:

- Alameda Co. Transportation Improvement Authority (ACTIA)
- California Department of Transportation (Caltrans)
- Metropolitan Transportation Commission (MTC),
- California Transportation Commission, (CTC)
- Bay Area Air Quality Management District (BAAQMD)
- Other CMA's in the region
- Every local jurisdiction and transit provider in Alameda County

The Work

Alameda County continues to be one of the most diverse counties in California- socially, economically, environmentally and culturally. Reflecting this diversity, each area of the county has different transportation needs, facilities and resources. The nature of the CMA requires that it, too, reflect and respond to such diversity by:

- Collaborating with many other jurisdictions
- Dealing with the complexities of transportation funding; and
- Seeking consensus among Board members drawn from very different parts of the County with significantly different interests and concerns.

The CMA's activities can be viewed in three parts: planning, programming the funds and implementing the projects and programs.

Planning for Tomorrow's Transportation Needs

One of the CMA's principal directives is planning for long-range transportation in the county, including developing documents that guide transportation development and funding decisions. Programs and projects found in these documents are aimed at reducing congestion and improving mobility and air quality.

The Vision Plan The CMA develops and periodically updates the Alameda Countywide Transportation Plan. It is a long-range policy document that guides transportation funding and service decisions and articulates the vision for Alameda County's transportation system. Through goals, objectives and strategies, the Plan lays the groundwork for an investment program tailored to the diverse needs of the county's residents, visitors and workers.

The Implementation Plan Required by California Law for all urban counties, the Congestion Management Program sets forth the fundamentals for implementing the Countywide Transportation Plan. Undated every two years, it deals with day-to-day problems congestion causes and ensures that gas-tax funds produce the greatest benefit by coordinating planning, funding and other activities that affect the transportation system. This document provides the short-term response to congestion, yet reflects the goals and policies of the long-range plan. Projects competing for state funds must be included in the CMP.

Other Studies In addition, the CMA conducts special studies which, if results prove feasible, are folded into the CMA's two guiding plans. Examples of such studies include:

- I-680 Smart Carpool Lane
- I-880 Value Pricing Feasibility Study
- I-880 North County Operations and Safety Study
- Countywide Bicycle Plan
- Community Based Transportation Plans

Programming the Funds

The CMA not only develops the long-term and short-term plans, it also programs funds for other agencies to help manage congestion. Every two years the CMA prepares a list of recommended congestion-reduction projects and programs for funding. The CMA, in cooperation with MTC, determines how funds should be used in the county. Funding for these improvements is primarily through a combination of five programs:

- Federal Surface Transportation Program
- Federal Congestion Mitigation & Air Quality Program
- State Transportation Improvement Program
- State Transportation Fund for Clean Air Program
- Local Exchange Program/CMA Transportation Improvement Program

There are a number of additional transportation funding programs available to Alameda County. However, the CMA does not have a direct role in the programming of these funds.

Implementing the Projects and Programs

In addition to planning the system and programming the funds, the CMA implements projects and programs, and provides technical assistance to project sponsors. The CMA also oversees project implementation to ensure the projects meet "timely use of funds" requirements and that no programmed funds are lost to Alameda County. Over the years, the CMA took the lead in advancing a number of implementation efforts, such as:

- I-680 Corridor, addressing the worsening commute over the Sunol grade, including auxiliary and carpool lanes.
- I-238 Corridor, including interim and long-term improvements to reduce congestion.
- I-880 Corridor, improving access to Downtown Oakland and the City of Alameda.
- I-580 Corridor, addressing the feasibility of carpool lanes.

- ACE Passenger Rail, providing service from Stockton to downtown San Jose.
- East Bay SMART Corridors Program, to better manage traffic along San Pablo Avenue and I-880 parallel arterials.
- Rapid Bus Corridor, between Bay Fair Mall in San Leandro and UC Berkeley bus priority and signal upgrades.
- Guaranteed Ride Home Program.
- Project Monitoring Program.
- Highway Monitoring Program.

Upcoming Activities

Alameda County’s freeways and highways remain the most congested in the nine-county Bay Area due in large part to traffic from surrounding counties. Maintaining the existing system and expanding its capacity and efficiency requires creative transportation strategies. Building off past successes, the CMA looks forward to initiating a number of innovative projects and programs.

Regional Measure 2 Projects

Regional Measure 2 (RM2), increasing State-owned bridge tolls to \$3, is expected to generate \$ 3 billion over 35 years. These revenues are dedicated for specific capital projects and operating funds for selected transit operators. RM2 includes a number of projects where the CMA is the sponsor or co-sponsor.

I-880 North Safety Improvements

This project will provide operational and safety improvements to northbound I-880 at 29th Avenue by reconfiguring the on- and off-ramps, as well as mitigating noise impacts.

I-580 Tri-Valley Rapid Transit Corridor Improvements

The CMA is actively spearheading a cooperative effort between partner agencies to improve mobility, traffic safety and operations in the I-580 Tri-Valley Corridor. The CMA is currently focusing on two key projects.

I-580 HOV Lane Project, Phase 1

The first phase of the project includes construction of an interim eastbound HOV lane on I-580 from Hacienda Drive to Greenville Road (including auxiliary lanes at several interchanges).

I-580/I-680 HOV Direct Connector

Preparing for subsequent phases of corridor improvements, the CMA will be working with Caltrans to

prepare the Project Study Report for the I-580/I-680 interchange.

Regional Express Bus Improvements

The CMA is exploring ways to improve transit mobility along key locations in the Bay Area. Currently, three projects are getting underway.

SR-84 HOV Lane Extension and Direct Connector

MTC has allocated \$2 million in RM2 funds for HOV improvements on SR-84, in the Dumbarton Corridor. The CMA is coordinating this project with Caltrans. Caltrans will provide engineering services for the proposed HOV land extension.

Ardenwood Park & Ride

MTC has allocated RM2 funds to the CMA to design, acquire and construct an expanded park-and-ride commuter lot, which will be joined to the existing park-and-ride lot currently operated by Caltrans. The CMA and AC Transit are joint sponsors for this project, with the CMA leading the implementation effort. The expanded lot will accommodate 100 additional parking stalls and will serve to encourage travelers to use express bus service and carpooling.

West Grand Avenue Transit Enhancements

Together the CMA and AC Transit are sponsoring the Regional Express Bus Program. This program includes future I-880 HOV on-ramp improvements at Maritime Street and various operational and transit enhancements on local streets. It also includes transit enhancements along the West Grand Avenue Corridor. The CMA will be looking for assistance in a transit operations analysis and design and construction of various traffic signal modifications along the corridor.

East Bay SMART Corridors Program

The East Bay SMART Corridors Program is intended to improve transportation safety, efficiency and regional mobility while providing real-time information to agencies and the public. The \$35 million program applies a combination of Intelligent Transportation System (ITS) and traffic engineering improvements to enhance the travel experience along the corridors. The initial phase of this multi-county program focused on traffic traveled East Bay corridors: San Pablo Avenue and selected I-880 arterial corridors.

Currently, CMA and AC Transit are moving forward on initiating an 18-mile rapid bus corridor from Bay Fair (San Leandro) to the UC Berkeley. The planned route

will operate along East 14th, International Boulevard and Telegraph Avenue, terminating at Bancroft. Current estimates indicate that the CMA will be responsible for approximately \$15.5 million in project costs.

I-680 Smart Carpool Lane

To address delays along the I-680 Sunol Grade, the CMA Board authorized a demonstration project to include adding a Smart Carpool Lane feature to the standard southbound carpool lane construction. This 14-mile stretch between State Routes 84 and 237 has been one of the worst commutes in the Bay Area. These lanes offer motorists the choice of paying a fee to use a faster-moving lane, thereby reducing their time in traffic. The CMA will develop a public outreach and marketing program to introduce the project to neighboring communities and travelers.

Alameda County Community-Based Transportation Plan

As part of its Lifeline Transportation Network, MTC recently identified several low income portions of Alameda County where transportation needs are not being met. The CMA, with funding from MTC, is initiating a community-based planning process to assess these needs in West Oakland, East Oakland and in two Berkeley neighborhoods. The plans will identify transportation gaps, solutions, costs and potential funding sources to meet the transportation needs identified by the community.

In Conclusion

The CMA’s directive is clear- manage congestion. The CMA is focused on delivering quality transportation projects and programs to Alameda County through:

- Solid plans, incorporating technical expertise and community input;
- Well-defined, achievable goals and supporting strategies;
- Collaboration with and cooperation of partner agencies;
- The continued leadership and vision of the CMA Board; and
- The continued commitment and dedication of the CMA staff

Staff Commitment

Dedicated to serving Alameda County, the CMA employs 12 full-time staff members. The staff manages planning studies, funding allocations, design and construction consultant contracts, and fiscal affairs. In addition, the staff serves as liaison to project sponsors, other planning and funding agencies within and beyond the county and has legislative representatives in both Sacramento and Washington, D.C.

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Frank Furger, *Deputy Director*
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